

**AMENDMENTS TO THE CLAIMS**

1. (Currently amended) A valve timing adjusting device comprising:
  - a first rotor that integrally fixes a housing having ~~thea~~ bearing of a camshaft, a case internally having a plurality of shoes projecting therefrom and having hydraulic chambers formed between the shoes, and a cover covering the hydraulic chambers, and that rotates integrally with a crank shaft;
  - a second rotor that has a plurality of vanes each dividing the hydraulic chamber into an advanced-angle hydraulic chamber and a retarded-angle hydraulic chamber, can rotate ~~throughby~~ a predetermined angle within the first rotor, and is integrally fixed with an intake or exhaust camshaft;
  - energizing means for adjusting the relative position between the first rotor and the second rotor;
  - a groove provided on the opposite side of the shoe on the housing side to accommodate one-end side of the energizing means; and
  - a hole provided in the vane of the second rotor to accommodate the other-end side of the energizing means.
2. (Original) A valve timing adjusting device according to Claim 1, wherein the groove accommodating the energizing means is molded by a mold.
3. (Previously Presented) A valve timing adjusting device according to Claim 1, wherein the energizing means becomes straight in the vicinity of the position at which the length of the energizing means becomes the maximum.
4. (Original) A valve timing adjusting device according to Claim 1, wherein a clearance is created between the shoe and the vane when the energizing means is maximally compressed.

5. (Original) A valve timing adjusting device according to Claim 1,  
wherein a plurality of the energizing means are equally loaded and are disposed  
at a substantial equiangular space between the shoe and the vane.